



# MAMA SEZ!

Volume 18, Issue 1

September, 2004



This is the newsletter of the **Maryland Automotive Modelers Association**

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## 2004 Meeting Schedule

Meetings are scheduled for the third Saturday of the month (*unless noted otherwise*). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ March 20th
- ☞ April 24th (**4th Saturday!**)
- ☞ May 15th
- ☞ June 19th
- ☞ July 17th
- ☞ August 21st
- ☞ September 18th
- ☞ October 16th
- ☞ November 20th
- ☞ December 18th

**Inclement weather phone number: (301) 474-5255.** ☞

## Hit the Workshops

60 MAMA members took part in the "**Larry Boothe Farewell Roast**" for *world-renowned modeler and former club President (or is that the other way around?)* **Larry Boothe** last month. Anyone wanting to catch up to 'the Boothe' in his new digs, here's yer chance: Larry Boothe c/o Laurie Goode, 4709 Telluride



Drive, Killeen, Texas, 76542, (254) 699-1499, [www.banshee1948@yahoo.com](http://www.banshee1948@yahoo.com). Haven't got yer \$50 to quit yet, Boothe!

Still more Poncho stuff inside. Again, thank (*or rag on!*) **MAMA's Boy Matt Guilfoyle** for his efforts.

The raffle yielded **\$83.00** (plus **\$107.00** from the box). Kudos to the following:

**Brad, Ron Bradley, Mike Brown, Harry Charon, Mike Hemp, Charlie Magers, Pat Maphis, Rich Wilson, Replicas & Miniatures Company of MD, & Overlea Hobbies.**

## New Website

This month's website should appeal to all of you old enough to remember **CARtoons magazine** (*heck, you'll like it even if you don't remember it!*). Published from the mid-70's up until about 1990 or 1991, it was a collection of car-related gags (*hence, the name—duh!*). Well, this website, [www.georgetrosley.com](http://www.georgetrosley.com), be-

longs to **George Trosley**, the artist responsible for a good portion of the humor you enjoyed in your younger days.

- You can...
- ...browse to a **CARtoons website**
- ...go behind the scenes as George creates one of his masterpieces
- ...purchase limited edition prints (*including full-color paintings of your own car*)
- ...purchase garage signs

...purchase Trosley shirts

...purchase CDs

The first CD, "**How to Draw like Trosley**," includes the entire "**How to Draw**" series of nearly 200 pages of step-by-step instruction on drawing cars, trucks, and motorcycles. The other CDs though, are no less important. "**The Best of Krass & Bernie**" parts one **AND** two, include 130 stores, and approximately 600+ pages of in-

(Continued on page 10)

# 1963 Chevrolet Nova SS Sports Coupe

*[Trumpeter #02503; 1/25 Scale 180 Pieces, New Tool]*

Here we are with the second kit series from Trumpeter, the highly anticipated 1963 Chevrolet Nova. First and foremost, I can tell you that this is one fantastic kit. The quality is among the highest I have ever seen, ranking up with the Fujimi Enthusiast Series, as well as Tamiya's full detail kits, Accurate Miniatures' Corvette Grand Sports, Galaxie's '47 Chevies, as well as the best from AMT and other companies, it's that good. The engraving is first rate. I looked the kit over, and even test fitted a few assemblies, and the fit is excellent. Here are my impressions of the various assemblies within the kit.

**Engine and Transmission:** A 20 piece depiction of Chevrolet's venerable 194 cubic inch 6 cylinder engine. The block and cylinder head are molded together as one unit. While the detail on this unit is not as fine as the engine from the Galaxie '47 Chevy, once it is built and properly painted, it represents the subject matter quite well. A plus on this engine is that it has a **power steering pump and bracket**, which is not normally present in model kits. The multi piece transmission represents a Powerglide two-speed automatic, which was very common in these cars. The radiator mounts to the upper and lower coolant hoses. I trust that this engine and transmission assembly will find its way into many a 60's Chevy project, since the external dimensions and

accessories are the same for the engines of this era. With a few carefully chosen detail parts, such as ignition wiring, fuel lines, and heater hoses (*not included*), and proper painting, a contest quality power train is possible.

**Firewall assembly:** A 5-piece assembly, consisting of a flat panel with separate pieces for the heater, master cylinder mount, master cylinder, and wiper motor. Well engraved, and simple.

**Wheel assemblies:** The wheel covers includes a flange, which the front and rear brake drums and wheel inners, which mount inside of a hollow tire. A whitewall cap and rubber insert mounts over the wheel cover. Note the rubber ring, which goes into the whitewall insert, is quite tricky to install. What I did was run a **LIGHT** bead of ca-glue around the outer edge of the rubber ring, and finesse it into the white wall cap, once it is mounted onto the wheel cover. The look is quite good, once assembled. The tires are no names, and the tread is devoid of diagonal stripes, but that is no big deal in my opinion. This assembly represents the standard 14" '63 Nova SS wheel cover and whitewall tire. Several of the latest kits produced utilize this method of mounting the tires.

**Front Sub-frame:** A realistically depicted, 13-piece unit. The assembly is straightforward, and all parts are well engraved. The various links are here, and once assembled and painted look quite realistic. The front wheels are steerable from the steering wheel

in the car, and there is also a steering dampener in this assembly.

The engine assembly mounts on to this unit, like the real car. No steering box detail, probably due to the kit supplied steerable wheels. Still, very nice.

**Front Seat Assembly:** A well-engraved set of two piece bucket seats comprises the front seats. The side shields should be bare-metal foiled.

**Dashboard Assembly:** This assembly consists of four pieces, the dashboard, a separate chrome piece with the instruments, radio, and accent spear, accelerator and brake pedal, and curiously a clutch pedal. The model depicts an automatic transmission, so save the clutch pedal for that kit bash project with the manual transmission. Curiously, there is no instrument detail, decal or otherwise. Let's hope that the aftermarket will come to the rescue.

**Rear Suspension:** A well engraved two-piece assembly comprises the rear axle. The floor pan is a well engraved unit, which includes separately molded frame rails, fuel tank, rear leaf springs, shock absorbers, driveshaft assembly, and a chromed muffler and tailpipe, which should be dull-coated for a proper finish. The front sub-frame assembly mounts onto the floor pan. All in all, the detail on this unit is exceptional.

**Upper Floorboard:** A three-piece rear seat/package tray/trunk back panel mounts on the floorboard, along with the front bucket seats and console with shifter,

*(Continued on page 3)*

## Nova (contd)

(Continued from page 2)

which should be plated. The shifter should have a white knob, and the boot in the console should be flat black. The door panels mount to the sides of the floorboard. They are well engraved, with separate window cranks; door armrests, door handle releases, and chrome trim pieces. Curiously, the door handle releases and armrest bases are not chromed, as the rest of the additional add on pieces are. The steering column has a hook, which attaches to the tie rod, which will afford steering the front wheels via the steering wheel. The firewall assembly mounts to the front of the floorboard. The side panels and dashboard mount to the floorboard, and the steering column is capped off by the steering wheel and horn ring, which is not chromed. There is no lever for the turn signal.

**Hood Hinge:** As on the Bonneville kit, Trumpeter includes the choice of a set of multi-piece photoetched working hood hinges, as well as a set of static hinges for the modeler who wants to display the model with the hood up. Either hinge will mount on a multi piece fender well unit, which is comprised of a top, sides, and shock absorber mounts. The battery mounts on the right hand side fenderwell. The fenderwells mount into the body unit on alignment tabs.

**Window unit:** The windshield, rear, side windows, and headliner are molded as a unit. The headliner detail is frosted, which will

lead to easy painting. The sun visors, inside rear view mirror, and dome light are separate pieces. The rearview mirror and dome light base should be chromed.

**Trunk Assembly:** The trunk assembly consists of a wonderfully thin outer panel, a chromed emblem, and an inner structure panel with hinges. **NOTE:** The inner and outer trunk panels should be joined together with a CA type glue prior to painting to minimize the chance of melting the outer panel since it is so thin. The assembled trunk lid assembly mounts into the body.

**Front Springs:** There are a set of real steel front coil springs for the front suspension. They mount above the upper A-arms like the real car, but there are no shock absorbers. Once the springs are set in, the body can be mounted onto the chassis.

**Body Assembly:** The gang at Trumpeter have captured the look of the Nova. The proportions look dead on. Flash is held to a minimum, just the fender top edges need a little massaging. The grille is a separate chrome piece, with separate clear molded parking lamp lenses, which should be tinted amber by the modeler to be correct. Separate chrome pieces depict the left hand side mirror, door handles, and full-length body side moldings. The modeler must use foil to chrome the upper body moldings, rocker panels, and window surroundings. There are also separate photoetch pieces for the "6" engine emblem, "Chevrolet" script for the hood and trunk, "Nova SS" scripts for the rear fenders and trunk lid. The

chrome headlamp and tail lamp bezels, with the appropriate separate lenses mount into the body, along with a rear body panel, rear mast antenna, which must be chromed, front and rear bumpers, and chrome windshield wipers. The hood assembly consists of a wonderfully thin outer panel, inner structure, latch and striker. **NOTE:** The inner and outer hood panels, latch and striker should be joined together with a CA type glue prior to painting to minimize the chance of melting the outer panel since it is so thin.

Without a doubt I love this kit. The kit compares favorably with AMT/Ertl's landmark 1966 Nova SS, except that it is more detailed, and benefits from newer technology. While it is fairly expensive, it represents a good value, especially when you take into account the alternatives: an unbuilt original annual currently valued over \$100, or a resin copy for about \$60-\$75. I know because I have both examples.

By the way, Model Car Garage is doing a photoetch detail set for this kit, which will add most of the missing detail, as well as giving the builder the material to build the different variants of the 1963 Nova.

This kit is worthy of any collection, as it is that good. Be careful, as you have to take a lot of time with this one, as it is very precise, but an excellent result will come from this kit with careful building.

By: Ron Hamilton 



## Model Buffet

Still gotta lotta ground to cover, so let's get to it!

**A/FX N Scale Resin** (1850 Ardmore Hwy., Ardmore, TN 38449, <http://www.afxnscalesresin.150m.com/>) offers several cast resin bits and pieces for Pontiacs, including a **1998 Trans Am Ram Air hood** (\$5.00), **1965 GTO Outlaw hood** (\$5.00, to fit the AMT/ERTL 1/25 scale 1965 GTO kit), **1966 GTO Outlaw Hood** (\$5.00, to fit the Revell GTO kit), **1970/1971 GTO spoiler** (listed as temporarily unavailable).

**Bad Habit Racing** (<http://www.badhabitmotorsports.com/index.html>) offers a **2003/2004 Grand Am body** (includes driving lights, headlights, taillights, grille/front air-dam, and "Grand-Am" decals), including **Warren Johnson "GM Goodwrench" decals**. Decals currently in the works are: **Greg Anderson, Bruce Allen, George Marnell & Jim Yates** for the Grand Am (\$12.00 a pop).

**Competition Resins** (refer to Slix website, (<http://slix.com/>)) lists several bodies suitable for Ponchofiles, including a **2003/2004 Grand Am body** (should be ready by now); **'77-'78 Firebird Trans-Am f/c** (CR-1003/1004, \$25), **'79 Pontiac Trans Am f/c** (CR-1005, \$25) (Coming Soon), **'71 Firebird f/c** (CR-1018, \$25), **'98 Firebird f/c** (CR-1020, \$25), **'01-'02 Ram Air Firebird w/opening roof hatch** (CR-1034, \$25) (New Resin Body!), **US Marines 70's Grand Am f/c 1/25th scale** (CR1036, \$25) (new resin body), **'82**

**Firebird f/c** (CR-1039, \$25) (new resin body), **Bossbird Firebird f/c** (CR-4011, \$25), **'03 Pontiac Grand Prix stock car-w/working roof flaps and separate hood** (CR-8003, \$30) (new resin body).

**Fremont Racing** (<http://www.fremonttracing.com>) offers both stock & altered wheelbase **1963 Tempest bodies**, an altered wheelbase **1965 GTO body**, a **1970 Firebird funny car body**, along with **Don & Roy Gay's "Infinity" Firebird & GTO funny car decals**, **1967 Brutus Firebird f/c decals**, **1965 Brutus GTO f/c decals**, and **Don Gay 1966 altered wheelbase GTO f/c decals**.

**Garage Cast** (<http://www.garagecast.com>) offers a **"Mr. Unswitchable" 1967 GTO funny car resin body**. According to proprietor Russell Hess, all you need to finish it is a recent reissue of the AMT/MPC '67 GTO (bumpers, tail lights, and the entire engine blower, trans, and headers), and a Polar Lights funny car (chassis). You will have to make the roll cage and elevate the seat, but that shouldn't be too hard. The body is a direct copy of the original MPC unit. Decals are available from Billy Gooche at <http://www.geocities.com/maverick742003/>.

**Perry's Resin** (<http://www.perrysresin.com/>) offers a **1967-68 Firebird funny car body** (\$25.00), including grille insert, rear bumper, floorboard, and clear red taillight inserts (for use with Polar Lights chassis), a **1968 Firebird filled flat hood** (\$5.00), for use with Revell Firebird.

**Modern Motorsports** (<http://www.angelfire.com/nj4/mm0/>)

produces Ponchos more attuned to cutting corners than low ETs, including a **2003 Grand Prix stock car resin body kit** (BD-GP03); a 1/24 scale **IROC Firebird body** (BDIROC, \$34) that uses an R-M chassis; a detail pack for IROC (BDIROKT, \$45) that includes pictures reference CD, SS roof deflectors w/wicker bill (vacuformed), IROC style coolant body, air cleaner, intake, valve covers, roof cam, bumper cam, hood plates, IROC exhaust, side window clip and IROC dash (coming soon); and a detail pack and body for IROC (BDIROKT2, \$70) that includes picture reference CD, SS roof deflectors w/wicker bill (vacuformed), IROC style coolant body, air cleaner, intake, valve covers, roof cam, bumper cam, hood plates, IROC exhaust, side window clip and IROC dash (coming soon).

**Shawn Carpenter** (7776 Yates Street, Westminster, CO 80030, 303-428-4033) offers several cars of the Poncho persuasion, including a **1965 Pontiac 2+2 convertible** (K-160, \$33.00) that includes body, chassis, and top boot (uses AMT 1965 Catalina 2+2 as a donor); a **1968 GTO convertible** (K-170, \$55.00) that includes body, complete interior, hood, front and rear bumpers, and taillights; and a **1962 Pontiac Grand Prix** (K-210, \$45.00) that includes body, door panels, seats, console, grille, and 8-lug wheels. Converts AMT SD 421 Catalina. I have the 2+2 convertible, and can attest to its quality.

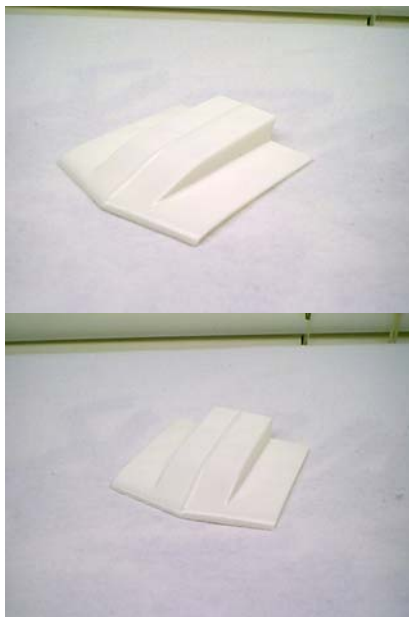
Next month—decals, and miscellaneous items. We'll see what's left! ☺



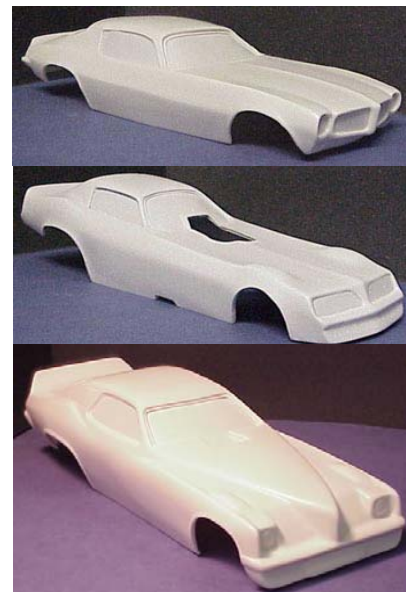
## Buffet (contd)



**Garage Cast Mr. Unswitchable body**



**A/FX N Scale Resin  
1965/66 GTO Outlaw**



**Competition Resins' '70/'71 Firebird, '77/'78 T/A, and '73 Grand Am f/c bodies**



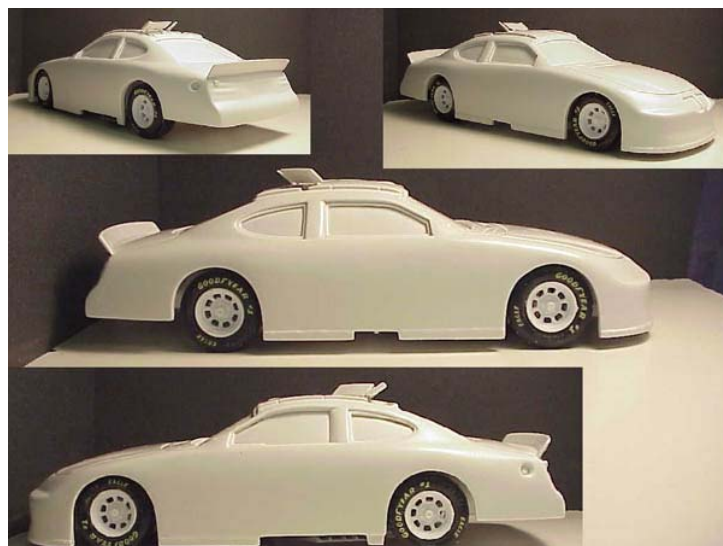
**Bad Habit Racing's 2003/2004 Grand Am body**



**Tim Powers' '72 Ventura resin kit**



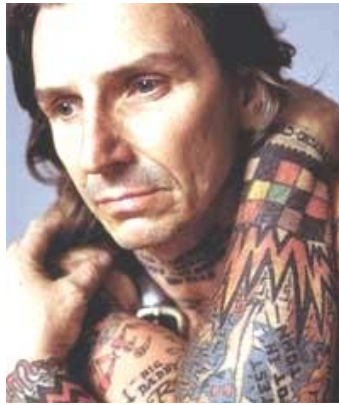
**Mason City Miniatures Safari built-up**



**Competition Resins 2003 Grand Prix**

## This 'n That

**Tragedy! Indian Larry**, a master motorcycle mechanic and stunt man (?), passed away recently following an accident while performing at the *Liquid Steel Classic and Custom Bike Series show*. He was best known for his appearances on Discovery Channel's *"Great Biker Build-Off" show*. He was riding and standing up on his seat. The bike started to wobble and he was not able to regain control. He fell off the bike before a crowd of about 8,000. He was not wearing a helmet. Indian Larry was a man with great skill and talent as a mechanic and metal sculptor. He will be truly missed by his fans throughout the nation...**Krispy Kreme Minis?! Mini USA**, the little car company that has made waves with irreverent marketing messages, has an odd new partner: the doughnut. Mini, a division of BMW of North America LLC, included coupons for **free Krispy Kreme doughnuts** in its full-page print ads. They appeared in August issues of six magazines, including *Car and Driver*, *Maxim* and *Sports Illustrated*. Mini has also teamed up with Puma on a running shoe and Samsonite on luggage. Now it is going after the American waistline. The ads play on the stereotype about **cops and doughnuts**. The coupons provide a dozen glazed doughnuts with the purchase of another dozen. If you're



prone to being pulled over, the ads suggest, Mini is offering **"friend makers"** to keep on the front seat. The doughnuts enable drivers to "take out more than just our license and registration."...**RouschStang!** The **2005 Ford Mustang** will be in dealer showrooms next month, but the next-generation **SVT Cobra** is still more than a year away. Not to worry, says **Jack Roush**, who hopes to tide Mustang fans over with several Roush Performance versions of the **2005 Mustang GT**. First out is the **Stage 1 package**, due in November, including body-work modifications, lowered suspension, 19-inch wheels, custom exhaust tips (*no side exhaust this time around due to chassis constraints*)—and a hood scoop reminiscent of the one on the '69 Mustang. By January, Roush will roll out a package of chassis modifications, followed in early spring by the full boat: a Roush Mustang complete with a **supercharged 4.6-liter V8**. In a related development, while Ford's plans for a next-generation **F-150 SVT Lightning pickup** are unclear, that's not stopping Roush Performance from stepping in to fill the gap. Roush is selling three performance F-150 models, the

**Tejon, Stage 1 and Stage 2**. The trucks, available in two- and four-wheel-drive and in most body styles, feature Roush's own **performance exhaust and suspension systems, 20-inch chrome wheels, aggressive body cladding, interior accents and Roush graphics**. The Roush F-150 is now on sale through select Ford dealers and a **dealer-installed supercharger package** will be available by the end of summer. Need more information? Visit [www.roushperf.com/](http://www.roushperf.com/) or call (800) 597-6874...**Cannonball Redux? 32 Hours 7 Minutes**. That's the record time for driving from **New York to L.A.**, set more than 20 years ago in the **U.S. Express**, sort of a follow-up to the original **Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash**. This documentary is about the real



guys who really drove in that race. See the trailer at [32hours7minutes.com](http://32hours7minutes.com). It makes its big-screen premiere in fall 2005...**Rusty's "One for the Road(?)" Tour 2005? Rusty Wallace** and NASCAR at a recent joint press conference announced the retirement of the 1989 Winston Cup champion at the end of 2005. Reportedly, Wallace's farewell season will be promoted as **"Rusty's Last Ride."** **I like my name better... Aston DBR9-GT Racer!** Aston Martin revealed the DBR9, its

(Continued on page 7)



## T 'n T (contd)

(Continued from page 6)

race-prepped coupe built to tackle the **2005 Le Mans 24 Hour** and become the backbone of a works challenge in world GT racing in 2006 and 2007. Still an artist's impression—the first car won't be finished until early autumn when shakedown tests begin—the DBR9 engineering program aims to turn the DB9 road car into a credible racer. Chief designer Henrik Fisker worked on the aero package, while race engineer Graham Humphrys, along with British engineering company **Prodrive**, is working on the DBR9's race spec. Humphrys was part of the **BMW team that won Le Mans in 1999** with the V12 LMR prototype. Prodrive will build the cars and run the team, called **Aston Martin Racing (AMR)**. Prodrive will house AMR at its Banbury facility, 10 miles from Aston's Gaydon HQ in central England. A team of 40 will prepare two cars for next season. If all goes according to plan, a shakedown run at the Sebring 12 Hour in March is possible as the first outing. **Prodrive will switch most of the staff**, including technical director George Howard-Chappell, **from its Ferrari 550 GTS program, which will be phased out.** Aston's all-alloy **6.0-liter, 450-hp V12** will be modified to an output of around **600 hp**, although an **air restrictor will keep peak power down.** In the first season, AMR will campaign



a single two-car team, followed by a more focused challenge with two-car teams in three main global series in 2006 and 2007, most likely the FIA GT, ACO ALMS and Le Mans Endurance series. Private

teams will be encouraged to buy a package from Prodrive as well. Aston is also thinking about making a **limited number of DBR9s available to private**

**collectors. "We will make it clear that they can't be used on the road, and the price and number will depend on the interest we get, but we're talking to some people right now"...** **ANOTHER PT Cruiser Special Edition?!** It must be **Woodward Dream Cruise time!** With the cruise comes Chrysler's annual special edition PT Cruiser. This year's model, the **2005 PT Dream Cruiser Series 4**, marks the debut of the first drop-top in the Dream Cruiser lineup. On sale this fall, the Series 4 is based on a PT Cruiser convertible, powered by a **2.4-liter, 220-hp turbo-charged four-cylinder engine with a five-speed manual gearbox (a four-speed automatic is optional).** Besides special badging and a reserved, sequenced VIN, the car gets a **red paint job, 17-inch 15-spoke wheels and a 368-watt audio system. Cruise on...**



**Series 1 Rises from the Ashes?** You thought the short, troubled life of the **Shelby Series 1** had come to an end years ago. Conceived as a world-class sports car developed by suppliers and financed by buyers, Shelby's Series 1 dream finally collapsed after only about 248, or maybe it was 285, or 261 cars were built. Thing is, there are still parts left to build

another 250. Or so. When **Venture**, the last owner of Shelby American, declared bankruptcy, there were lots of parts left over.

Carroll Shelby bought 'em all. Now Shelby Automobiles is putting those parts together and making **Series 1 rollers for about \$100,000 each.** "There's a lot of people that want them as **"kit cars,"** Shelby told us. "We have had 15 or 20 bites and we've sold two or three." What Shelby refers to as "kit cars" are cars bought from Shelby Automobiles without an engine, so there's none of the

expensive, sticky red tape of federal certification required. Another company then adds the 4.0-liter supercharged or

normally aspirated Olds V8 and, ya got yourself a Shelby Series 1. There are plenty of parts to make plenty of cars now, so feel free to ignore history and call Shelby Automobiles in Las Vegas at (702) 942-7325... **European Viper.** The **Dodge Viper SRT-10**

(Continued on page 14)

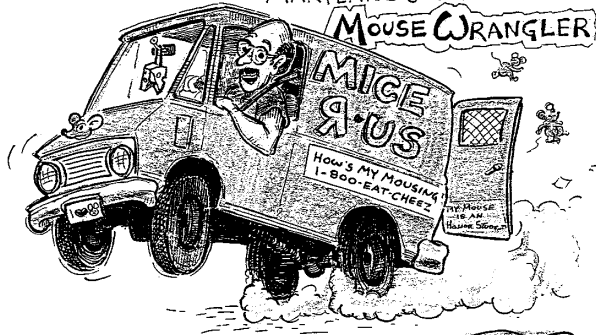
# Goodbye Larry & Betsy, and Happy Trails!

## THE ADVENTURES OF LARRY BOOTHE

K. HAMILTON 8.04

**A**FTER RETIRING FROM THE CUT-THROAT ARENA OF CARBONATED BEVERAGE DELIVERY, LARRY TOOK ON THE HIGH STAKES WORLD OF RODENT RELOCATION.

**T**O NO ONE'S SURPRISE, HE QUICKLY BECAME MARYLAND'S PREMIER **MOUSE WRANGLER...**



**U**NTIL ONE FATEFUL DAY....

**Wow! A PERSONALIZED FORM-LETTER FROM GEORGE DUBYA HIMSELF!!**

HMMM... LET'S SEE.....

**"TO WHOM IT MAY CONCERN:**

AS YOUR PRESIDENT, I AM PERSONALLY PREPARING TO PERHAPS THINK ABOUT MAYBE SELECTING YOU AS A POSSIBLE CANDIDATE FOR THE ELITE....

**TEXAS MOUSE WRANGLERS!!**



**..MY COUNTRY CALLS....AND I MUST ANSWER!!**  
**DESTINY AWAITS IN THE LONE STAR STATE—**  
THE LEGENDARY HOME OF **SAM HOUSTON...** AND  
HIS LOVELY WIFE...**ANH...WHITNEY;**

THE UNFORGETTABLE **ALAMO,**  
DESECRATED LONG AGO  
BY **SANTA...ANITA;**  
AND MOST OF ALL, THE  
**DALLAS COWBOYS**  
**CHEERLEADERS!**

THERE'S NO TIME  
TO WASTE...

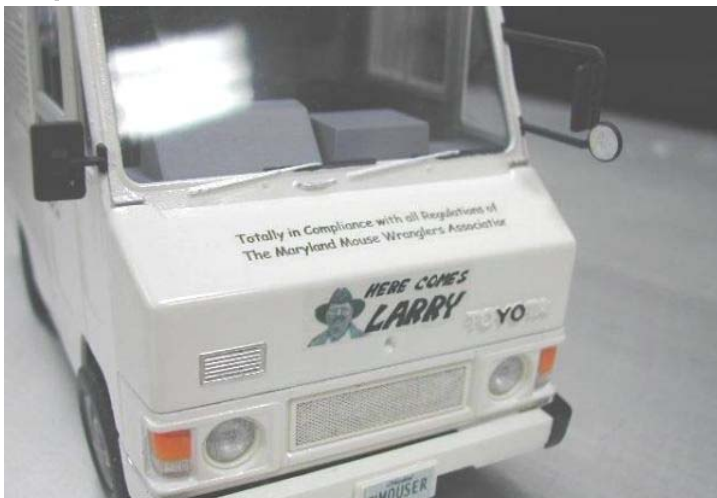
**...I'D BEST  
START PACKIN'!**



**AND SO, LIKE COUNTLESS WRANGLERS BEFORE HIM, LARRY HEEDED THE CALL OF THE WEST.**



IS THIS  
**THE END...**  
...OR JUST THE BEGINNING??



"Mouse Wrangler" van courtesy of Craig Turner (I think!) Thanks, Craig!



## Trabby Love?!

An English farmer has been ordered to get rid of his massive collection of *Trabants* after they sparked a cold war in his village.

Graham Goodall loves Trabants and has been collecting them since 1990. He claims to have the *world's largest private collection* of the East German car that once symbolized a divided Europe.

But many of his neighbors in the picturesque Peak District National Park village of Middleton-by-Youlgreave aren't too keen on their corner of one of England's most popular national parks being turned into a car museum.

And now the National Park authority has issued an enforcement notice ordering Goodall to get rid of *at least 40* of his *49-strong fleet*. Officials say they have exhausted every avenue in their efforts to resolve what's been a long-running dispute.

But Goodall, president of the *Friends of the Trabant UK Club*, is refusing to oblige and has vowed to take his case to the European Court of Human Rights.

"I've only got 49," Goodall says, "so I don't know what the fuss is about. There are four parked in the gateway, but all the others are down in the garden out of sight.

"They are wonderful cars, so simple, their engines have only five moving parts—and they do *70 miles to the gallon*," Goodall adds. "You can go down the road in a Mercedes or a Rolls and nobody will notice, but if you drive past in a Trabby people wave and smile. I am going to fight this all

the way. I think there are thousands—if not millions—of people in this country who will agree that my fundamental human rights are under attack."

A Peak Park spokesman said that the authority had received complaints from local residents and the parish council.

"The site is untidy and has a detrimental effect in what is an important conservation area," the park official said. "We believe we have no choice but to take enforcement action to try to undo the harm this is doing to the area."

Goodall fell in love with Trabants on a visit to Berlin in 1987. After the fall of the Berlin Wall he began driving the two-stroke cars back to Britain and shortly afterward "people began queuing up to



buy them." He has since become England's biggest Trabant dealer.

"People love them,"

Goodall says. "They are also very environmentally friendly in that, with the correct fuel mixture, they don't pollute. Germany has an emission test for two-strokes—we don't—and the cars usually sail through."

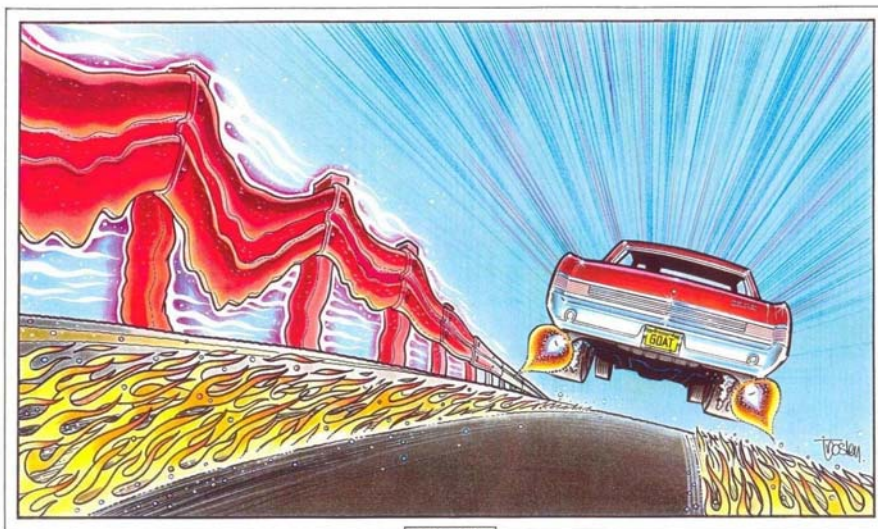
Goodall is a farmer who diversified into agricultural, and later automotive, engineering. Pride of place at his Derbyshire farm goes to the Kubelwagen, a rare Trabant used by border guards. With similarities to the Mini Moke, it was finished in khaki with East German army badges, and includes a heater independent of the engine so that the guards didn't freeze while on duty. 🚗

## "Blast From the Past"



## The Artist

**"Troz,"** as he is known to his friends, has been drawing since he was a kid. Being raised in the 50's and 60's, it was easy for the art thing to run into the growing hot rod thing, and form an odd combination of India ink and gasoline... some thing many of us now know as a Trosley drawing! You've seen 'em in *Street Rodder*, *CAR-toons*, *Rod & Custom*, *Muscle Mustang*, *Popular Hot Rodding*, *Street Trucks*, and many other automotive publications over the years. George's masterpieces emerge from a studio in his home where he lives with his wife Susan and two children, Andrea and Georgie. He and his work were recently featured on the Hot Rod magazine TV show, where he spoke about the hundreds of pages of cartoon art he created for *CAR-toons* magazine over the years, and the two characters he is most famous for—**Krass & Bernie**. Many of his whimsical paintings are now available in limited edition print form (such as the 'Goat Heat' print at right!). 🚗



Goat Heat

### 'Goat Heat'

Lots of cars can heat up the street, **BUT** nobody sets it on fire and melts the guardrails like a **Goat (Yeah, buddy!!)**. Warm that special wall in your home, office, or garage with this new painting from weird and wonderful automotive artist George Trosley. Reproduced in brilliant full color on double weight acid-free paper, each 11" X 17" limited edition print is signed and numbered by the artist, and personalized if you wish, then shipped next day in super sturdy mailing tubes.

It's the perfect gift for that **"Hot Goat"** in your life! Only \$19.95 each, with free postage and handling. Send check or money order to:

George Trosley  
Box 37  
Woodlyn, PA 19094 🚗

(Continued from page 1)

sanity! The CDs are only **\$19.95 each** (including shipping), or any two CDs for only **\$34.95**, a savings of **\$4.95**. What a deal!

**What're you waitin' for? Check it out** (Ed. Note: What'd you expect from yer 'GTOguy' editor, anyway?! Thanks to Mr. Trosley for his Toolbox Toons submissions!) **George is also managing to continue to be published in Street Trucks, so check it out, too.** 🚗

Trosley





## Fast Fuzz!

This **Lamborghini Gallardo Polizia** was donated to Italy's police force on the 152nd anniversary of the country's state police. Officially, the white-on-blue supercar will rocket emergency organ transplants all over central Italy, and it has a cooler in the front cargo hold to prove it. In reality, the Gallardo Polizia spends much of its time near the entrance of the Polizia di Stato car museum south of downtown Rome, publicizing just how cool it is to sign up for the police force.

Patrolmen Giuseppe "Bino" Di Coste and Franco Iacomini, are the lucky Romans in charge of the Gallardo Polizia. Di Coste and Iacomini emerged from the cop car dressed in **Armani uniforms** (something we would never see on any U.S. interstate).

Mechanically, it is no different from a standard two-passenger Gallardo with a **5.0-liter, 500-hp V10 engine, 19-inch company wheels wrapped in Pirelli PZero Rosso tires, full-time Audi-style awd and full aluminum chassis and body**. It uses the **standard six-speed manual** as opposed to the clutchless E-gear sequential gearbox. Inside patrol car No. 372 everything is familiar Gallardo apart from the constant popping and squawking of



the police dispatch radio. On the center console is a ProVida 2000 digital imaging system for taking photos and video of any road incident or potentially stolen vehicle's plates. No keyboards are needed for entering data, since

ProVida does it with a central database via GSM (*global system for mobile communications*) and GPRS (*general packet radio service*). Response time is instantaneous.

Behind your inboard shoulder is a center stack that includes a digital printer, some radio controls and a heart defibrillator. On both doors are brackets for holding the dreaded red paddles the Polizia use to pull over unsuspecting drivers at improvised roadside stops for the notorious Italian random document check.

Plans call for the Gallardo Polizia to work the southern beat between Salerno and Reggio Calabria, since this stretch of the A3 autostrada is the only road in the nation properly equipped for using the ProVida 2000 system.

As to when the Gallardo Polizia may break free from its ropes and see actual service, Di Coste and Iacomini were unable to say. Depending on how quickly



satellite equipment that supports the ProVida 2000's capabilities can be implemented throughout Italy, the Gallardo could end up anywhere. Even in snow country, since the Pirelli "sottoZero" all-weather tires and the Lamborghini's awd make any road passable.

So watch those rearview mirrors, while on vacation, punk (*unless, of course, you feel REALLY lucky!*). ☘



**Talk about yer 'Land Yachts!' When ya getting' yours, Ron Bradley?!**





# Croozin'!

## Mondays:

- **Asphalt Angels of Maryland**  
Glory Days restaurant, 15505  
Annapolis Road, Bowie, MD.  
Trophy awarded weekly. Phone  
301-855-1430 Or 410-672-0094

## Tuesdays:

- Ledo's Pizza Plaza, 6:00 - 9:00  
Ritchie Hwy, Glen Burnie, MD
- Silver Diner, 6:00 - 9:00. Route  
1, ¼ mile south of Laurel Mall,  
Laurel, MD
- Old Branch Crossing, 6:00.  
6333 Old Branch Avenue,  
Camp Springs, MD 301-856-  
3332

## Wednesdays :

- **St. Mary's Rod & Classic Car  
Club**  
Calloway's A&W. 301-475-  
8288
- Wendy's, Route 4, Upper Marl-  
boro, MD

## Thursdays:

- Sam's Club Parking Lot Route  
301 South, Waldorf, MD.  
Classic Cars and Street Rods -  
Trophies
- Bad Boys Street Rod Club,  
Lamont's Entertainment Com-  
plex, 7:00, 4400 Livingston  
Road, Indian Head, MD, 301-  
932-0176
- Calvert County Cruisers,  
Tastee-Kwik, 6:00, Route 4,  
Two miles South of Prince  
Frederick, 410-535-3242

## Fridays:

- **Southern Maryland Corvette  
Club**  
Calloways A&W, 301-863-  
1038  
Roy Rogers, 7:00, Route 40,

Pulaski Hwy, Edgewood, MD  
Tastee Freeze, 6:00 - ????. Route  
1, Laurel, MD

- **Street Rod Gathering of The  
Street Survivors**  
Burger King Parking Lot, 5:00 -  
10:00, Brooklyn Park Shopping  
Center, Ritchie Hwy, Glen  
Burnie, MD

## Antique and Classic Car Cruise

Rose's Deli in Calvert Industrial  
Park, 1 ½ mile from Benedict  
Bridge, 410-414-9080

## First Monday of the Month:

- **Southern Knights Rod &  
Custom Club**  
American Legion, 7:30, Route  
231, Hughesville, MD, 301-  
843-3219 or 301-705-9763

## First Friday of every Month:

- Denny's, Route 50, Easton,  
MD

## First Saturday of every Month:

- Ocean Gateway Resort, Dale  
Road & Route 50, mile marker  
128, Whaleyville, MD

## First and Third Saturday of every month:

- **Street Rod and Muscle Car  
Cruise In**  
Jimmi Cone, 5:30, Rts. 70 &  
27, Mt. Airy, MD

## 2nd and 4th Saturday of each Month:

- **Street Rod Gathering**  
Dairy Queen, Liberty Road,  
Eldersburg, MD

## 2nd Saturday of each Month:

- Downey's, Route 213, Ches-  
tertown, MD

## 4th Saturday of each Month:

- **Mid-Shore Cruisers Meet**  
Wal-Mart Parking Lot, Off  
Route 50, Cambridge, MD

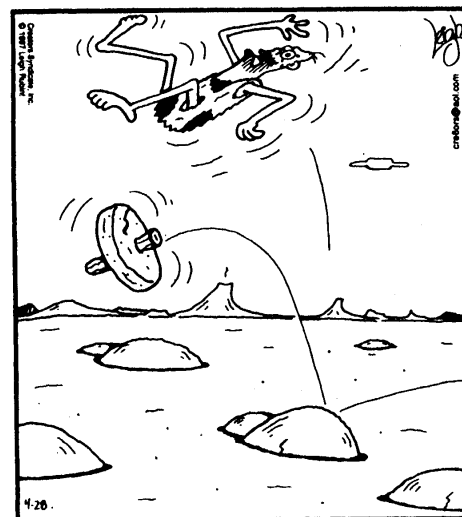
## Saturdays:

- Lost in the 50's, 5:00 - 9:00,  
Sicily's Pizza, Route 176  
(Dorsey Road), Glen Burnie,  
MD
- Ledo's Pizza at Park Place,  
6:00 - 11:00, Ritchie Highway,  
Glen Burnie, MD
- **Gathering Of the Gearheads**  
Mid-Atlantic 4 X 4 and Speed,  
Ritchie Highway, between 6th  
and 8th Avenues, Glen Burnie,  
MD
- Big M Drive-In, Churchville,  
MD
- Bayside Custom Cruisers,  
Aim's Marley Station Mall,  
5:30 - 9:30, Glen Burnie, MD

## Sundays:

- Dunkin' Donuts, Burtonsville,  
MD
- Cheeseburgers in Paradise, Fre-  
derick, MD 🍷

## RUBES/LEIGH RUBIN



Not long after the wheel came  
the discovery of the speed bump.



☞ **Sept. 17<sup>th</sup> to 19<sup>th</sup>—13th Annual East Coast Nationals**, at the Dutchess county fairgrounds. 2,000+ Rods, Customs, Classics, and Muscle cars through 1972, along with a swap meet and cars for sale corral. Info: [www.goodguys.com](http://www.goodguys.com).

☞ **Sept. 19<sup>th</sup>—Super September Showdown V model contest and vendor show**, from 9 a.m. to 2 p.m. at the Gilbertsville Fire Hall on Route 73, in Gilbertsville, PA. Info: Len Feinberg (610) 923-7534, [FenPlastics@aol.com](mailto:FenPlastics@aol.com).

☞ **Sept. 19<sup>th</sup>—National Capital Region Mustang Club Mustang and All Ford show**, at Jerry's Ford, 847 East Market Street Leesburg VA. Judged MCA and participant vote classes for all Fords. See [www.ncrmc.org](http://www.ncrmc.org) for show classes/registration info, or contact Rachel, (703) 768-3894, or Allen, (703) 590-2061. Rain date is September is 26th; call (703) 768-6966 on the 18th. 350 cars on the premises will be moved to accommodate up to 145 show cars & trucks.

☞ **Sept. 26<sup>th</sup>—Bohn Pontiac All Pontiac car show**, from 9 a.m. to 3 p.m., hosted by the Royal GTOs at Bohn Pontiac, in Westminster, MD. Info: [www.royalgotos.com](http://www.royalgotos.com), or contact Tim Sickie, (301) 249-3830, [gtoguy@mindspring.com](mailto:gtoguy@mindspring.com).

☞ **Sept. 26<sup>th</sup>—Chesapeake Classic Car Club Annual Fall Show**, from 9 a.m. to 4 p.m. at the Easton Elks Lodge grounds on Dutchman's Lane, in Easton,

MD. Info: Bruce Perry (410) 822-6242, Bud Shorter (vendors) (410) 820-8473, or Dick Maxwell (410) 820-8558.

☞ **Sept. 29<sup>th</sup> to Oct. 3<sup>rd</sup>—Fall Carlisle Collector Car Swap Meet & Corral**, at Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle, PA 17013-1588. Info: 717-243-7855, [info@carsatcarlisle.com](mailto:info@carsatcarlisle.com), [www.carsatcarlisle.com](http://www.carsatcarlisle.com).

☞ **Oct. 6<sup>th</sup> to 9<sup>th</sup>—AACA Hershey Fall Meet**, in Hershey, PA. Info: (717) 534-1910.

☞ **Oct. 17<sup>th</sup>—Capitol Raceway Show & Drags**; Route 301 South & Race Track Road, Crofton, MD. Info: Capitol Raceway (410) 721-4550.

☞ **Oct. 23<sup>rd</sup>—TAMS 12th Annual Model Car Show and Swap Meet**, sponsored by the Tidewater Automotive Modelers Society, at VFW Post 4809, 5728 Bartee Street, Norfolk, VA 23502. This year's theme: **1964-2004 "Forty Years of Mustangs."** For info: Ronnie Ward (252) 465-9904, [datamsprez@earthlink.net](mailto:datamsprez@earthlink.net) or Jerry Quick (757) 468-6854 ([tamsmodeler@aol.com](mailto:tamsmodeler@aol.com)).

☞ **Oct. 23<sup>rd</sup>—4th Annual UPS Car Classic Car, Truck, & Motorcycle show** from 10 a.m. to 4 p.m. at UPS facility on Sweitzer Lane in Laurel, MD. Vendors, crafts, two dynos, kid's stuff, Halloween costume contest. Info: Jim Lanham, (301) 604-4652.

☞ **October 23<sup>rd</sup> & 24<sup>th</sup>—Ford Fever Classic**, at MIR, sponsored by Washington Area Ford Dealers.

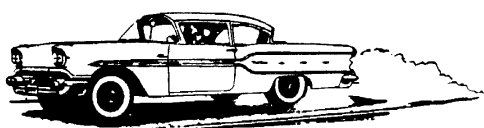
☞ **Oct. 24<sup>th</sup>—Model Car, Diecast,**

**& Kit Collector's meet** at Gilbertsville Fire Hall on Rt. 73, in Gilbertsville, PA. Info: [www.oldtoylandshows.com](http://www.oldtoylandshows.com), [oltoyland@aol.com](mailto:oltoyland@aol.com).

☞ **Nov. 7<sup>th</sup>—Capitol Miniature Auto Collectors Club Fall show**, from 9 a.m. to 1 p.m. at the Dunn Loring VFD, Dunn Loring, VA. Info: James William Brostrom, (703) 941-0373, [jwbrostrom@yahoo.com](mailto:jwbrostrom@yahoo.com).

☞ **Nov. 13<sup>th</sup>—2004 Model Car Challenge**, presented by the Long Island Auto Replica Society, at the Freeport Recreation Center, 130 East Merrick Road, Freeport NY 11520 (516) 377-2310. Doors open at 9 a.m., judging starts at 12:30 p.m. Admission: \$7.00, entry fee \$2.00 per model up to 5; additional models are *free*. Receive \$1.00 off admission with contribution of a canned good for Long Island Cares. **Theme—any Vehicle with 4 doors!** Show info: George Vita: (631) 736-3556 [GLIARS@AOL.COM](mailto:GLIARS@AOL.COM), or Rich Manson, (631) 969-4472, [RAM-FINS59@AOL.COM](mailto:RAM-FINS59@AOL.COM)

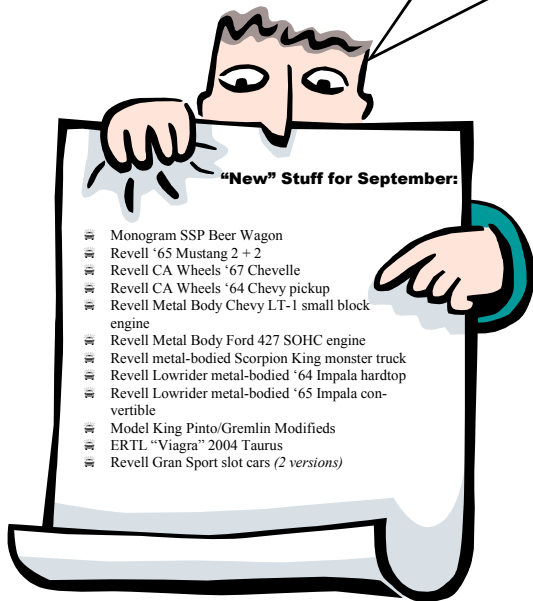
☞ **Dec. 4<sup>th</sup> & 5<sup>th</sup>—East Coast Indoor Nationals**, at the Timonium Fairgrounds Cow Palace, in Timonium, Maryland. The largest indoor all American Car Show & Marketplace on the East Coast. 300 of the Regions finest antiques, street rods, customs & muscle cars. Info: David (410) 626-6262, [jitrbug57@hotmail.com](mailto:jitrbug57@hotmail.com), [www.EastCoastIndoorNats.com](http://www.EastCoastIndoorNats.com) ☞



**Chapter Contact:**

Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
Phone: 301-249-3830  
Email: gtoguy@mindspring.com

**MAMA's BoyZ do it in scale!**



## T 'n T (contd)

(Continued from page 7)

will be introduced in Europe in December as part of a plan to turn Dodge into a global player, with the Chrysler group expecting to sell several hundred Vipers annually. It has an 8.3-liter V10 engine that produces 500 hp. Previous-gen Vipers were sold in Europe between 1993 and 2001 as Chryslers. It will be Europeanized by British performance-engineering specialist **Prodrive Ltd.** The trademark side exhaust outlets will be moved to the rear to meet European drive-by noise regulations. Prodrive says the change will



not affect the vehicle's performance. Whenever possible, modified parts have been developed by existing Chrysler group suppliers. These parts are fitted to Europe-bound Vipers during production in Detroit. But Prodrive re-engineered 50+ Viper components

to help it pass the tests required by the European Union. The modifications, including the exhaust system changes, will be

done in a Prodrive-managed plant in Zeebrugge, Belgium, after Vipers arrive from the U.S. (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity!) 🍷

We're on the web!  
<http://www.toadmail.com/~mama/>, or  
<http://www.mamasboyz.org/>

## 'Stang Facts

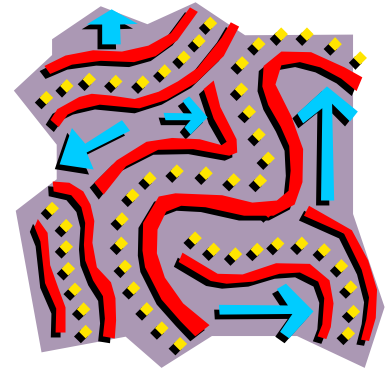
Witness the following *Mustang* milestones, thanks to [autoweek.com](http://autoweek.com):

- 🏆 1964-66: Sold 1 million units more quickly than any other car before or since
- 🏆 1966: Mustang production peaks at 607,568
- 🏆 1967: First face-lift; first big-block engine
- 🏆 1969: Second face-lift; gets bigger
- 🏆 1971: Last face-lift for classic era cars
- 🏆 1974: Mustang II, based on the Pinto, debuts
- 🏆 1993: Mustang gets a major re-styling
- 🏆 2005: All-new model with 1967-68 era styling cues scheduled to debut 🏆

## Directions

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

**From the Washington Beltway (RT 495/95):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



**Once on Southway:** Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷